FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2004-11

This electronic copy may be printed and used in lieu of the FAA biweekly paper copy.

U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
P. O. Box 26460
Oklahoma City, OK 73125-0460
FAX 405-954-4104

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2004-01			
2003-23-05	COR	Titeflex Corportation	Appliance: Titeflex hoses
2003-24-13	COR	Cessna Aircraft Company	172R, 172S, 182S, 182T, T182T, 206H, and T206H
2003-26-04		Agusta S.p.A.	Rotorcraft: A109E
2003-26-06		Anjou Aeronautique	Appliance: Safety belts and restraint systems
2003-26-14		Kiddie Aerospace	Appliance: Hand-held halon fire extinguishers
2004-01-09		Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N
2004-01-10		Eurocopter Deutschland	Rotorcraft: MBB-BK-117 A-1, A-3, A-4, B-1, B-2, and C-1
2004-01-14		Eurocopter France	Rotorcraft: EC130B4
2004-01-51	E	Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N
Biweekly 2004-02			
2003-09-09 R1	R	Cessna Aircraft Company	441 and F406
2004-01-13	S 97-22-16	Raytheon Aircraft Company	1900, 1900C, 1900 (C-12J), and 1900D
Biweekly 2004-03			
2004-02-03		Agusta S.p.A.	Rotorcraft: A109E
2004-03-01	S 2003-03-11	Air Cruisers Company	Appliance: Emergency Evacuation Slide/Raft Systems
Biweekly 2004-04			
2004-03-08		Learjet	31, 31A, 35, 35A (C-21A), 36 and 36A
2004-03-27	COR	Eurocopter France	Rotorcraft: AS332C, L, and L1
2004-03-29		Pacific Aerospace Corporation, Ltd.	FU24-954 and FU24A-954
2004-03-32		The New Piper Aircraft, Inc.	PA-46-500TP
2004-04-01	S 2002-01-09	Pilatus Aircraft LTD.	PC-7, PC-12, and PC-12/45
Biweekly 2004-05			
2001-13-18 R1	R1, COR	Raytheon Aircraft Company	45 (YT-34), A45 (T-34A, B-45), and D45 (T-34B)
2003-22-07 R1	R	Mitsubishi Heavy Industries, Ltd	MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60
2004-01-51	FR	Eurocopter France	AS355E, F, F1, F2, and N
2004-04-06		General Electric Company	Engine: CT58-100-2, CT58-140-1, -140-2, and T58-GE-1, -3, -5, -8E, -8F, -10, -100, and -402 Turboshaft
2004-04-09		Pratt & Whitney Canada	Engine: JT15D-1, -1A, and -1B Turbofan
2004-05-01		Bombardier Inc.	Otter DHC-3
2004-05-02		Aerospace Technologies of Australia Pty Ltd.	N22B, N22S, and N24A
Biweekly 2004-06			
2004-03-01	COR, S 2003-03-11	Air Cruisers Company	Appliance: Emergency Evacuation Slide/Raft System
2004-05-23	S 89-21-01	Eurocopter France	Rotorcraft: AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, and AS355N
2004-05-24	S 2002-23-06	Lycoming Engines	Engine: AEIO-540, IO-540, LTIO-540, O-540, and TIO-540 Series Reciprocating
2004-05-28		Eurocopter France	Rotorcraft: AS 365 N3
2004-05-29		Eurocopter France	Rotorcraft: EC 155B
2004-06-51	E	Boeing Defense and Space Group	Rotorcraft: 234
2004-06-52	E	Robinson Helicopter Company	Rotorcraft: R22, R22 Alpha, R22 Beta, and R22 Mariner

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2004-07

2004-06-04		Sikorsky Aircraft Corporation	Rotorcraft: S-76 A, B, and C
2004-06-05		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2004-06-09		The Lancair Company	LC40-550FG and LC42-550FG
2004-06-10		Aerospace Technologies of Australia Pty Ltd.	N22B, N22S, and N24A

Biweekly 2004-08

2004-03-27	COR	Eurocopter France	Rotorcraft: AS332C, L, and L1

Biweekly 2004-09

2004-05-01 R1	R	Bombardier Inc.	Otter DHC-3
2004-08-10		Engine Components Incorporated (ECi)	Engine: Teledyne TSIO-520-NB, -VB, -WB, 520 and 550 Series Reciprocating
2004-08-12		Schempp-Hirth Flugzeugbau Gmbh	Glider: Discus-2a, Discus-2b, Ventus-2a, and Ventus-2b
2004-08-13		Burkhardt Grob Luft-und Raumfahrt Gmbh Co & KG	Glider: G103 Twin ASTIR, G103 Twin II, G103 Twin III ACRO, and G103 C Twin III SL
2004-08-14		Glasflugel	Glider: Mosquito and Club Libelle 205
2004-08-15	S 2003-13-08	Goodrich Avionics Systems, Inc.	Appliance: Terrain Awareness Warning System (TAWS)
2004-08-16		NARCO Avionics Inc.	Appliance: AT150 Transponders
2004-08-17		Cessna Aircraft Company	208 amd 208B
2004-09-03		HPH s. r. o.	Glider: Glasflügel 304CZ, 304CZ-17, and 304C
2004-09-05		Cessna Airplane Company	500, 501, 550, and 551

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2004-08-17	COR	Cessna Aircraft Company	208 and 208B
2004-09-02		Glasflugel-Ing. E. Hanle	Glider: Kestrel
2004-09-07		Raytheon Aircraft Company	1900, 1900C, 1900C (C12J), and 1900D
2004-09-29		Honeywell International Inc.	Engine: TPE331-10-501C, -10-511C, -10-501K, -10-511K, -10-501M, -10-511M, -10AV-511B, -10AV-511M, -10GP-511D, -10GT-511D, -10N-511S, -10N-512S, -10N-513S, -10N-514S, -10N-515S, -10N-531S, -10N-532S, -10N-533S, -10N-534S, -10N-535S, -10P-511D, -10R-501C, -10R-502C, -10R-511C, -10R-512C, -10R-513C, -10T-511D, -10T-511K, -10T-511M, -10T-512K, -10T-513K, -10T-515K, -10T-516K, -10T-517K, -10U-501G, -10U-502G, -10U-511G, -10U-512G, -10U-503G, -10U-513G, -10UA-511G, -10UF-501H, -10UF-511H, -10UF-512H,-10UF-513H, -10UF-514H, -10UF-515H, -10UF-516H, -10UG-513H, -10UG-514H, -10UG-515H, -10UG-516H, -10UGR-513H, -10UGR-514H, -10UGR-516H, -10UR-513H, -10UR-516H, -11U-601G, -11U-602G, -11U-611G, and -11U-612G Turboprop
2004-09-30		Raytheon Aircraft Company	1900C

Biweekly 2004-11

2004-08-15	COR S 2003-13-08	Goodrich Avionics Systems, Inc.	Appliance: Terrain Awareness Warning System (TAWS)
2004-10-07	S 2002-06-52	Bell Helicopter Textron Canada	Rotorcraft: 407
2004-10-08		Alexander Schleicher GmbH & Co. Segelflugzeugbau	Glider: ASH 25M
2004-10-14	S 91-14-22	Lycoming Engines	Engine: Direct-Drive Reciprocating Engines
2004-10-15		Garmin International Inc.	Appliance: Mode S transponders
2004-11-04		Eagle Aircraft (Malaysia) SDN. BHD	Eagle 150B

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GOODRICH AVIONICS SYSTEMS, INC.
AIRWORTHINESS DIRECTIVE
APPLIANCE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

CORRECTION: [*Federal Register: May 25, 2004 (Volume 69, Number 101); Page 29651; www.access.gpo.gov/su_docs/aces/aces140.html*]

2004-08-15 Goodrich Avionics Systems, Inc.: Amendment 39-13584; Docket No. 2003-CE-47-AD; Supersedes AD 2003-13-08, Amendment 39-13208.

When Does This AD Become Effective?

(a) This AD becomes effective on June 7, 2004.

What Other ADs Are Affected By This Action?

(b) This AD supersedes AD 2003-13-08.

What Airplanes Are Affected by This AD?

(c) This AD affects all airplane models and serial numbers, certificated in any category, that incorporate a Goodrich TAWS8000 terrain awareness warning system (TAWS), part number (P/N) 805-18000-001, with "Mod None", "Mod A", or "Mod B" hardware installed. This list of airplanes that have the TAWS8000 TWAS installed includes, but is not limited to, the following airplanes. Airplanes that are not in this list and have the TAWS installed through field approval or other methods are still affected by this AD:

Company	Models
Cessna Aircraft Company	421, 500, 501, 525, 525A, 550, 551, 650, and S550
DASSAULT AVIATION	Mystere-Falcon 20 series
Gulfstream Aerospace LP	1125 Westwind Astra
Raytheon Aircraft Company	100, 200, 300, 400A, and F90
Sabreliner Corporation	NA–265
The New Piper Aircraft Inc	PA–42–1000

What Is the Unsafe Condition Presented in This AD?

(d) The actions specified by this AD are intended to prevent the loading of the baro set potentiometer, which could result in an unacceptable altitude error. This condition could cause the pilot to make flight decisions that put the airplane in unsafe flight conditions.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Inspect the TAWS8000 TAWS (part number 805–18000–001 that incorporates hardware ‘‘Mod None’’, ‘‘Mod A’’, or ‘‘Mod B’’) installation to determine if both the TAWS8000 TAWS and any other device are connected to the same baro set potentiometer.	Within the next 5 hours time-in-service (TIS) after July 21, 2003 (the effective date of AD 2003–13–08), unless already done.	Follow Goodrich Avionics Systems, Inc. Service Memo SM #134, dated May 2, 2003, or Goodrich Avionics Systems, Inc. Service Memo SM #134, revised July 9, 2003, and the applicable installation manual.
(2) If both the TAWS8000 TAWS and any other device are connected to the same baro set potentiometer, remove the TAWS8000 TAWS and cap and stow the connecting wires or replace the TAWS8000 TAWS unit with a unit that incorporates hardware ‘‘Mod C’’.	Before further flight after the inspection required in paragraph (e)(1) of this AD.	For removing the TAWS8000 TAWS, follow Goodrich Avionics Systems, Inc. Service Memo SM #134, dated May 2, 2003, or Goodrich Avionics Systems, Inc. Service Memo SM #134, revised July 9, 2003, and the applicable installation manual. For replacing the TAWS8000 TAWS, follow Goodrich Avionics Systems, Inc. Alert Service Bulletin SB #A117, dated July 9, 2003.
(3) Do not install or reconfigure any TAWS8000 TAWS (part number 805–18000–001) that does not incorporate hardware ‘‘Mod C’’.	As of June 7, 2004 (the effective date of this AD).	Not Applicable.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19.

(1) Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Chicago Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Brenda S. Ocker, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; telephone: (847) 294-7126; facsimile: (847) 294-7834.

(2) Alternative methods of compliance approved under AD 2003-13-08, which is superseded by this AD, are approved as alternative methods of compliance with this AD.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Goodrich Avionics Systems, Inc. Service Memo SM 134, dated May 2, 2003; Goodrich Avionics Systems, Inc. Service Memo SM 134, revised July 9, 2003; and Goodrich Avionics Systems, Inc. Alert Service Bulletin SB A117, dated July 9, 2003.

(1) On July 21, 2003 (68 FR 38586, June 30, 2003), and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register approved the incorporation by reference of Goodrich Avionics Systems, Inc. Service Memo SM 134, dated May 2, 2003.

(2) As of June 7, 2004, and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register approved the incorporation by reference of Goodrich Avionics Systems, Inc. Service Memo SM 134, revised July 9, 2003; and Goodrich Avionics Systems, Inc. Alert Service Bulletin SB A117, dated July 9, 2003.

(3) You may get a copy from Goodrich Avionics Systems, Inc., 5353 52nd Street, SE., Grand Rapids, Michigan 49512-9704; telephone: (616) 949-6600; facsimile: (616) 977-6898. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Issued in Kansas City, Missouri, on April 13, 2004.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-8792 Filed 4-20-04; 8:45 am]

BILLING CODE 4910-13-P

BW 2004-11

BELL HELICOPTER TEXTRON CANADA
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2004-10-07 Bell Helicopter Textron Canada: Amendment 39-13637. Docket No. 2004-SW-08-AD. Supersedes AD 2002-06-52, Amendment 39-12711, Docket No. 2002-SW-08-AD.

Applicability: Model 407 helicopters, with bearing, part number (P/N) 406-040-339-ALL, 407-340-339-101, 407-340-339-103, or 407-340-339-107 installed on the oil cooler blower bearing assembly or segmented tail rotor drive shaft assembly, certificated in any category.

Compliance: Required as indicated.

(a) Until the oil cooler inlet airflow improvements as required by paragraph (c)(1) of this AD have been installed, before further flight, unless accomplished previously, and thereafter, at intervals not to exceed 25 hours time-in-service (TIS):

(1) Inspect each oil cooler blower bearing and each segmented drive shaft bearing, P/N 406-040-339-ALL, 407-340-339-101, and 407-340-339-103, by following the Accomplishment Instructions, Part IV, paragraph 2.a. through 2.g., of Bell Helicopter Textron Alert Service Bulletin (ASB) 407-04-63, Revision A, dated March 3, 2004 (ASB 407-04-63). If a bearing is rough, a seal is torn, the expelled grease has turned black, or metal particles are visible in the expelled grease, before further flight:

(i) Replace with an airworthy bearing, P/N 407-340-339-107, both oil cooler blower bearings and each affected segmented drive shaft bearing and perform an operational test, and

(ii) Install the oil cooler inlet airflow improvements as required by paragraph (c) of this AD.

(2) Lubricate each bearing by following the Accomplishment Instructions, Part V, paragraph 2. of ASB 407-04-63.

(b) For helicopters that have installed the oil cooler inlet airflow improvements as required by paragraph (c) of this AD, before further flight, unless accomplished previously, and thereafter at intervals not to exceed 100 hours TIS:

(1) Inspect each oil cooler blower bearing and each segmented drive shaft bearing, P/N 407-340-339-101 and 407-340-339-107, by following the Accomplishment Instructions, Part IV, paragraph 2.a. through 2.g., of ASB 407-04-63. If a bearing is rough, a seal is torn, the expelled grease has turned black, or metal particles are visible in the expelled grease, before further flight, replace the affected bearing with an airworthy bearing, P/N 407-340-339-107.

(2) Lubricate each bearing by following the Accomplishment Instructions, Part V, paragraph 2., of ASB 407-04-63.

(c) Unless accomplished previously, on or before May 31, 2004, or within 200 hours TIS, whichever occurs first:

(1) Install oil cooler inlet airflow improvements by following the Accomplishment Instructions, Parts I through VI, excluding paragraph 4 of Part VI, of ASB 407-02-54, Revision A, dated October 10, 2002 (ASB 407-02-54).

Note 1: Bell Helicopter Textron Maintenance Manual BHT-407-MM-7, Revision 12, paragraph 65-31. Oil Cooler Blower-Disassembly, pertains to removing the bearings and hangers from the oil cooler blower.

(2) Replace each oil cooler blower bearings and each segmented drive shaft bearing, P/N 406-040-339-ALL, 407-340-339-101, and 407-340-339-103, with a bearing, P/N 407-340-339-107, and perform an operational test.

(3) Lubricate each bearing, P/N 407-340-339-107, by following the Accomplishment Instructions, Part V, paragraph 2., of ASB 407-04-63.

(4) Replace each warning lubrication decal 31-112-2 with decal 31-116-1 by following the Accomplishment Instructions, Part III, paragraphs 1. through 4., of ASB 407-04-63.

(5) Replace Temporary Revision (TR)–9, dated January 15, 2002, that contains limitations prohibiting operations with a sustained tailwind greater than 5 knots, in the Rotorcraft Flight Manual. Replace TR-9 with TR-10, dated July 25, 2002. TR-10 eliminates limitation on the prohibition on tailwind operation in TR-9 because of the incorporation of oil cooler blower inlet ducts and bearing airflow shields.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Safety Management Group, Rotorcraft Directorate, FAA, for information about previously approved alternative methods of compliance.

(e) Special flight permits will not be issued.

(f) The modifications, bearing replacements, inspections, and lubrication shall be done following Bell Helicopter Textron Alert Service Bulletins 407-02-54, Revision A, dated October 10, 2002, and 407-04-63, Revision A, dated March 3, 2004. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Note 2: The subject of this AD is addressed in Transport Canada AD CF-2002-18R3, dated March 26, 2004.

(g) This amendment becomes effective on June 4, 2004.

Issued in Fort Worth, Texas, on May 10, 2004.
Kim Smith,
Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. 04-11039 Filed 5-19-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-11

ALEXANDER SCHLEICHER GMBH & CO. SEGELFLUGZEUGBAU
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2004-10-08 Alexander Schleicher GmbH & Co. Segelflugzeugbau: Amendment 39-13638; Docket No. 2003-CE-64-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on July 6, 2004.

What Other ADs Are Affected by This Action?

(b) None.

What Sailplanes Are Affected by This AD?

(c) This AD affects all Model ASH 25M sailplanes, all serial numbers, that are:
(1) certificated in any category; and
(2) equipped with fuel injected engine IAE50R-AA.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified in this AD are intended to detect and correct fuel lines with improper fittings, which could result in fuel leakage and a possible fire hazard.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Inspect the fuel line between the injection valve and pressure regulator for the correct color of connecting fittings (The connecting fitting at the injection valve must be blue and the connecting fitting at the pressures regulatory must be black.).	Within the next 50 hours time-in-service (TIS) after July 6, 2004 (the effective date of this AD), unless already done.	Follow Alexander Schleicher GmbH & Co. Segelflugzeugbau ASH 25 Mi Technical Note No. 22, dated February 21, 2003.

(2) If you find any fuel line with blue connecting fittings at both ends, then replace the fuel line with a fuel line with a blue connecting fitting at the injection valve and a black connecting fitting at the pressure regulator.	Before further flight after the inspection required by paragraph (e)(1) of this AD.	Follow Alexander Schleicher GmbH & Co. Segelflugzeugbau ASH 25 Mi Technical Note No. 22, dated February 21, 2003.
(3) Do not install any fuel line that uses blue connecting fittings at both ends.	As of July 6, 2004 (the effective date of this AD).	Not Applicable.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Alexander Schleicher GmbH & Co. Segelflugzeugbau ASH 25 Mi Technical Note No. 22, dated February 21, 2003. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from Alexander Schleicher GmbH & Co. Segelflugzeugbau, D-36163 Poppenhausen, Federal Republic of Germany; telephone: 011-49 6658 89-0; facsimile: 011-49 6658 89-40. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Is There Other Information That Relates to This Subject?

(h) German AD Number 2003-129, dated March 21, 2003, also addresses the subject of this AD.

Issued in Kansas City, Missouri, on May 12, 2004.
James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-11370 Filed 5-20-04; 8:45 am]
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BW 2004-11

LYCOMING ENGINES
AIRWORTHINESS DIRECTIVE
ENGINE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2004-10-14 Lycoming Engines (formerly Textron Lycoming): Amendment 39-13644. Docket No. 89-ANE-10-AD. Supersedes AD 91-14-22, Amendment 39-6916.

Effective Date

(a) This AD becomes effective June 25, 2004.

Affected ADs

(b) This AD supersedes AD 91-14-22.

Applicability

(c) This AD applies to Lycoming Engines (formerly Textron Lycoming), direct-drive reciprocating engines (except O-145, O-320H, O-360E, LO-360E, LTO-360E, O-435, and TIO-541 series engines).

Unsafe Condition

(d) This AD results from a change to the definition of a propeller strike or sudden stoppage. The actions specified in this AD are intended to prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure.

Compliance

(e) Compliance with this AD is required as indicated before further flight if the engine has experienced a propeller strike as defined in paragraphs (i) and (j) of this AD, unless already done.

(f) Inspect, and if necessary repair, the crankshaft counter bored recess, the alignment dowel, the bolt hole threads, and the crankshaft gear for wear, galling, corrosion, and fretting in accordance with steps 1 through 5 of Lycoming Mandatory Service Bulletin (MSB) No. 475C, dated January 30, 2003.

(g) Remove the existing gear retaining bolt and lockplate from service, and install a new bolt and lockplate, in accordance with steps 6 and 7 of Lycoming MSB No. 475C, dated January 30, 2003.

Prohibition of Retaining Bolt and Lockplate

(h) Do not install the gear retaining bolt and lockplate that were removed in paragraph (g) of this AD, into any engine.

Definition of Propeller Strike

(i) For the purposes of this AD, a propeller strike is defined as follows:

(1) Any incident, whether or not the engine is operating, that requires repair to the propeller other than minor dressing of the blades.

(2) Any incident during engine operation in which the propeller impacts a solid object that causes a drop in revolutions per minute (RPM) and also requires structural repair of the propeller (incidents requiring only paint touch-up are not included). This is not restricted to propeller strikes against the ground.

(3) A sudden RPM drop while impacting water, tall grass, or similar yielding medium, where propeller damage is not normally incurred.

(j) The preceding definitions include situations where an aircraft is stationary and the landing gear collapses causing one or more blades to be substantially bent, or where a hanger door (or other object) strikes the propeller blade. These cases should be handled as sudden stoppages because of potentially severe side loading on the crankshaft flange, front bearing, and seal.

Alternative Methods of Compliance

(k) The Manager, New York Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(l) You must use Lycoming MSB No. 475C, dated January 30, 2003, to perform the inspections and repairs required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from Lycoming Engines, 652 Oliver Street, Williamsport, PA 17701, U.S.A; telephone (570) 323-6181; fax (570) 327-7101. You can review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Related Information

(m) None.

Issued in Burlington, Massachusetts, on May 12, 2004.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 04-11406 Filed 5-20-04; 8:45 am]

BILLING CODE 4910-13-P

BW 2004-11

GARMIN INTERNATIONAL INC.
AIRWORTHINESS DIRECTIVE
APPLIANCE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2004-10-15 Garmin International Inc.: Amendment 39-13645; Docket No. 2003-CE-39-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on July 9, 2004.

What Other ADs Are Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects GARMIN International Inc. GTX 330/330D Mode S transponders that are installed on, but not limited to, the following airplanes, certificated in any category:

Manufacturer	Model
(1) Aermacchi S.p.A	S.205–18/F, S.205–18/R, S.205–20/R, S.205–22/R, S.208, S.208A, F.260, F.260B, F.260C, F.260D, F.260E, F.260F, S.211A.
(2) Aeronautica Macchi S.p.A	AL 60, AL 60–B, AL 60–F5, AL 60–C5, AM–3.
(3) Aerostar Aircraft Corporation	PA–60–600 (Aerostar 600), PA–60–601 (Aerostar 601), PA–60–601P (Aerostar 601P), PA–60–602P (Aerostar 602P), PA–60–700P (Aerostar 700P), 360, 400.
(4) Alexandria Aircraft, LLC	14–19, 14–19–2, 14–19–3, 14–19–3A, 17–30, 17–31, 17–31TC, 17–30A, 17–31A, 17–31ATC.
(5) Alliance Aircraft Group LLC	15A, 20, H–250, H–295, (USAFU–10D), HT–295, H391 (USAFYL–24), H391B, H–395 (USAFL–28A or U–10B), H–395A, H–700, H–800, HST–550, HST–550A (USAF AU–24A), 500.
(6) American Champion Aircraft Corp	402, 7GCA, 7GCB, 7KC, 7GCBA, 7GCAA, 7GCBC, 7KCAB, 8KCAB, 8GCBC.
(7) Sky International Inc	A–1, A–1A, A–1B, S–1S, S–1T, S–2, S–2A, S–2S, S–2C.
(8) B–N Group Ltd	BN–2, BN–2A, BN–2A–2, BN–2A–3, BN–2A–6, BN–2A–8, BN–2A–20, BN–2A–21, BN–2A–26, BN–2A–27, BN–2B–20, BN–2B–21, BN–2A–26, BN–2A–27, BN–2B–20, BN–2B–21, BN–2B–26, BN–2B–27, BN–2T, BN–2T–4R, BN–2A MK.III, BN2A MK.III–2, BN2A MK.111–3.
(9) Bellanca	14–13, 14–13–2. 14–13–3. 14–13–3W.
(10) Bombardier Inc	(Otter) DHC–3, DHC–6–1, DHC–6–100, DHC–6–200, DHC–6–300.

(11) Cessna Aircraft Company	170, 170A, 170B, 172, 172A, 172B, 172C, 172D, 172E, 172F (USAF T–41A), 172G, 172H, (USAF T041A), 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, 172S, 172RG, P172D, R172E (USAF T–41 B) (USAF T–41 C AND D), R172F (USAF T–41 D), R175G, R172H (USAF T–41 D), R172J, R172K, 175, 175A, 175B, 175C, 177, 177A, 177B, 177RG, 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K, 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, 182S, 182T, R182, T182, TR182, T182T, 185, 185A, 185B, 185C, 185D, 185E, A185E, A185F, 190, (LC–126A, B, C) 195, 195A, 195B, 210, 210A, 210B, 210C, 210D, 210E, 210F, T210F, 210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, P210N, T210N, 210R, P210R, T210R, 210–5 (205), 210–5A (205A), 206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TU206D, TU206E, TU206F, TU206G, 206H, T206H, 207, 207A, T207, T207A, 208, 208A, 208B, 310, 310A (USAF U–3A), 310B, 310C, 310D, 310E (USAF U–3B), 310F, 310G, 310H, E310H, 310I, 310J, 310J–1, E310J, 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R, 320, 320A, 320B, 320C, 320D, 320E, 320F, 320–1, 335, 340, 340A, 336, 337, 337A (USAF 02B), 337B, T337B, 337C, 337E, T337E, T337C, 337D, T337D, M337B (USAF 02A), 337F, T337F, T337G, 337G, 337H, P337H, T337H, T337H–SP, 401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, 425, 404, 406, 441.
(12) Cirrus Design Corporation	SR20, SR22.
(13) Commander Aircraft Company	112, 112TC, 112B, 112TCA, 114, 114A, 114B, 114TC.
(14) de Havilland Inc	DHC–2 Mk. I, DHC–2 Mk. II, DHC–2 Mk. III.
(15) Dynac Aerospace Corporation	(Volaire) 10, (Volaire) 10A, (Aero Commander) 100, (Aero Commander) 100A, (Aero Commander) 100–180.
(16) Diamond Aircraft Industries	DA–20–A1, DA20–C1, DA 40.
(17) Empressa Brasileira de Aeronautica S.A. EMBRAER.	EMB–110P1, EMB–110PE.
(18) Extra Flugzeugbau Gmbh	EA300, EA300L, EA300S, EA300/200, EA–400.
(19) Fairchild Aircraft Corporation	SA26–T, SA26–AT, SA226–T, SA226–AT, SA226–T(B), SA227–AT, SA227–TT, SA226–TC, SA227–AC (C–26A), SA227–CC, SA227–DC (C–26B).
(20) Global Amphibians, LLC	Colonial C–1, Colonial C–2, Lake LA–4, Lake LA–4A, Lake LA–4P, Lake LA–4–200, Lake Model 250.
(21) Grob-Werke	G115, G115A, G115B, G115C, G115C2, G115D, G115D2, G115EG, G120A.
(22) Lancair Company	LC40–550FG.
(23) LanShe Aerospace, LLC	MAC–125C, MAC–145, MAC–145A, MAC–145B.

(24) Learjet Inc	23.
(25) Lockheed Aircraft Corporation	18.
(26) Luscombe Aircraft Corporation	11A, 11E.
(27) Maule Aerospace Technology, Inc	Bee Dee M–4, M–4, M–4C, M–4S, M–4T, M–4180C, M–4–180S, M–4–180T, M–4–210, M–4–210C, M–4–210S, M–4–210T, M–4–220, M–4–220S, M–4–220T, M–5–180C, M–5–200, M–5–210C, M–5–210TC, M–5–220C, M–5–235C, M–6–180, M–6–235, M–7–235, MX–7–235, MX–7–180, MX–7–420, MXT–7–180, MT–7–235, M–8–235, MX–7–160, MXT–7–160, MX–7–180A, MXT–7–180A, MXT–7–180B, M–7–235B, M–7–235A, M–7–235C, M–7–180C, M–7–260, MT–7–260, M–7–260C, M–7–420AC, MX–7–160C, MX–7–180AC, M–7–420A, MT–7–420.
(28) Mitsubishi Heavy Industries, Ltd	MU–2B–25, MU–2B–35, MU–2B–26, MU–2B–36, MU–2B–26A, MU–2B–36A, MU–2B–40, MU–2B–60, MU–2B, MU–2B–20, MU–2B–20, MU–2B–15.
(29) Mooney Airplane Company, Inc	M20, M20A, M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20L, M20M, M20R, M20S, M22.
(30) Moravan a.s	Z–242L, Z–143L.
(31) Navion Aircraft Company, Ltd	NAVION, Navion (L–17A), Navion (L–17B), Navion (L–17C), Navion B, Navion D, Navion E, Navion F, Navion G, Navion H.
(32) New Piper Aircraft, Inc	PA–12, PA–12S, PA–18, PA–18S, PA–18 ‘‘105’’ (Special), PA–18S ‘‘105’’ (Special), PA–18A, PA–18 ‘‘125’’ (Army L–21A), PA–18S ‘‘125,’’ PA–18AS ‘‘125,’’ PA–18 ‘‘135’’ (Army L–21B), PA–18A ‘‘135,’’ PA–18S ‘‘135,’’ PA–18 ‘‘150,’’ PA–18A ‘‘150,’’ PA–18S ‘‘150,’’ PA–18AS ‘‘150,’’ PA–19 (Army L–18B), PA–19S, PA–20, PA–20S, PA–20 ‘‘115,’’ PA–20S ‘‘115,’’ PA–20 ‘‘135,’’ PA–20S ‘‘135,’’ PA–22, PA–22–108, PA–22–135, PA–22S–135, PA–22–150, PA–22S–150, PA–22–160, PA–22S–160, PA–23, PA–23–160, PA–23–235, PA–23–250, PA–E23–250, PA–24, PA–24–250, PA–24–260, PA–24–400, PA–28–140, PA–28–150, PA–28–151, PA–28–160, PA–28–161, PA–28–180, PA–28–235, PA–28S–160, PA–28R–180, PA–28S–180, PA–28–181, PA–28R–200, PA–28R–201, PA–28R–201T, PA–28RT–201, PA–28RT–201T, PA–28–201T, PA–28–236, PA–30, PA–39, PA–40, PA–31P, PA–31T, PA–31T1, PA–31T2, PA–31T3, PA–31P–350, PA–32–260, PA–32–300, PA–32S–300, PA–32R–300, PA–32RT–300, PA–32RT–300T, PA–32R–301 (SP), PA–32R–301 (HP), PA–32R–301T, PA–32–301, PA–32–301T, PA–34–200, PA–34–200T, PA–34–220T, PA–42, PA–42–720, PA–42–1000, PA–42–720R, PA–44–180, PA–44–180T, PA–46–310P, PA–46–350P, PA–46–500TP.
(33) Ostmecklenburgische Flugzeugbau GmgH	OMF–100–160.
(34) Piaggio Aero Industries S.p.A	P–180.
(35) Pilatus Aircraft Ltd	PILATUS PC–12, PILATUS PC–12/45, PC–6, PC–6–H1, PC–6–H2, PC–6/350, PC–6/350–H1, PC–6/350–H2, PC–6/A, PC–6/A–H1, PA–6/A–H2, PC–6/B–H2, PC–6/B1–H2, PC–6/B2–H2, PC–6/B2–H4, PC–6/C–H2, PC–6/C1–H2, PC–7.

(36) Prop-Jets, Inc	200, 200A, 200B, 200C, 200D, 400.
(37) Panstwowe Zakladv Lotnicze (PZL)	PZL–104 WILGA 80, PZL–104M WILGA 2000, PZL–WARSZAWA, PZL–KOLIBER 150A, PZL–KOLIBER 160A.
(38) PZL WSK/Mielec Obrsk	PZL M20 03, PZL M26 01.
(39) Raytheon	35–33, 35–A33, 35–B33, 35–C33, 35–C33A, E33, E33A, E33C, F33, F33A, F33C, G33, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36, A36, A36TC, B36TC, 35, A35, B35, C35, D35, E35, F35, G35, 35R, F90, 76, 200, 200C, 200CT, 200T, A200, B200, B200C, B200CT, B200T, 300, 300LW, B300, B300C, 1900, 1900C, 1900D, A100–1 (U–21J), A200 (C–12A), A200 (C–12C), A200C (UC–12B), A200CT (C–12D), A200CT (FWC–12D), A200CT (RC–12D), A200CT (C–12F), A200CT (RC–12G), A200CT (RC–12H), A200CT (RC–12K), A200CT (RC–12P), A200CT (RC–12Q), B200C (C–12F), B200C (UC–12F), B200C (UC–12M), B200C (C–12R), 1900C (C–12J), 65, A65, A65–8200, 65–80, 65–A80, 65–A80–8800, 65–B80, 65–88, 65–A90, 70, B90, C90, C90A, E90, H90, 65–A90–1, 65–A90–2, 65–A90–3, 65–A90–4, 95, B95, B95A, D95A, E95, 95–55, 95–A55, 95–B55, 95–B55A, 95–B55B (T–42A), 95–C55, 95–C55A, D55, D55A, E55, E55A, 56TC, A56TC, 58, 58A, 58P, 58PA, 58TC, 58TCA, 99, 99A, 99A (FACH), A99, A99A, B99, C99, 100, A100 (U–21F), A100A, A100C, B100, 2000, 3000, 390, 19A, B19, M19A, 23, A23, A23A, A23–19, A23–24, B23, C23, A24, A24R, B24R, C24R, 60, A60, B60, 18D, A18A, A18D, S18D, SA18A, SA18D, 3N, 3NM, 3TM, JRB–6, D18C, D18S, E18S, RC–45J (SNB–5P), E18S–9700, G18S, H18, C–45G, TC–45G, C–45H, TC–45H, TC–45J, UC–45J (SNB–5), 50 (L–23A), B50 (L–23B), C50, D50 (L–23E), D50A, D50B, D50C, D50E–5990, E50 (L–23D, RL–23D), F50, G50, H50, J50, 45 (YT–34), A45 (T–34A or B–45), D45 (T–34B).
(40) Rockwell International Corporation	BC–1A, AT–6 (SNJ–2), AT–6A (SNJ–3), AT–6B, AT–6C (SNJ–4), AT–6D (SNJ–5), AT–6F (SNF–6), SNJ–7, T–6G, NOMAD NA–260.
(41) Short Brothers & Harland Ltd	SC–7 Series 2, SC–7 Series 3.
(42) Slingsby Aviation Ltd	T67M260, T67M260–T3A.
(43) SOCATA—Group Aerospatiale	TB9, TB10, TB20, TB21, TB200, TBM 700, M.S. 760, M.S. 760 A, M.S. 760 B, Rallye 100S, Rallye 150ST, Rallye 150T, Rallye 235E, Rallye 235C, MS 880B, MS 885, MS 894A, MS 893A, MS 892A–150, MS 892E–150, MS 893E, MS 894E, GA–7.
(44) Tiger Aircraft LLC	AA–1, AA–1A, AA–1B, AA–1C, AA–5, AA–5A, AA–5B, AG–5B.
(45) Twin Commander Aircraft Corporation	500, 500–A, 500–B, 500–U, 500–S, 520, 560, 560–A, 560–E, 560F, 680, 680E, 680F, 680FL, 680FL(P), 680T, 680V, 680W, 681, 685, 690, 690A, 690B, 690C, 690D, 695, 695A, 695B, 720, 700.
(46) Univair Aircraft Corporation	108, 108–1, 108–2, 108–3, 108–5.
(47) Vulcanair S.p.A	P68, P68B, P68C, P68C–TC, P68 ‘‘Observer,’’ P68 ‘‘Observer 2,’’ P68TC ‘‘Observer,’’ AP68TP300 ‘‘Spartacus,’’ AP68TP 600 ‘‘Viator’’.
(48) Zenair Ltd	CH2000.

What Is the Unsafe Condition Presented in This AD?

(d) The actions specified in this AD are intended to prevent interrogating aircraft from possibly receiving inaccurate replies, due to suppression, from aircraft equipped with the GTX 330/330D Mode S Transponders when the pulses are below the Minimum Trigger Level (MTL). The inaccurate replies could result in vertical separation or unsafe TCAS resolution advisories.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
Install GTX 330/330D Software Upgrade to at least Version 3.03, 3.04, or 3.05.	Install the software upgrade within 30 days after July 9, 2004 (the effective date of this AD), unless already done.	Follow GARMIN Mandatory Software Service Bulletin No.: 0304, Rev B, dated June 12, 2003 (SW Version 3.03); Garmin Software Service Bulletin No. 0310, Rev A, dated November 10, 2003 (SW Version 3.04); or Garmin Software Service Bulletin No. 0401, Rev A, dated February 18, 2004 (SW Version 3.05).

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. For information on an already approved alternative methods of compliance, contact Roger A. Souter, FAA, Witchita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: 316-946-4134; facsimile: 316-946-4107; e-mail address: roger.souter@faa.gov.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in GARMIN Mandatory Software Service Bulletin No.: 0304, Rev B, dated June 12, 2003 (SW Version 3.03); Garmin Software Service Bulletin No. 0310, Rev A, dated November 10, 2003 (SW Version 3.04); or Garmin Software Service Bulletin No. 0401, Rev A, dated February 18, 2004 (SW Version 3.05). The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from GARMIN International Inc. 1200 East 151st Street, Olathe, KS 66062. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Issued in Kansas City, Missouri, on May 13, 2004.
David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-11438 Filed 5-20-04; 8:45 am]
BILLING CODE 4910-13-M

BW 2004-11

EAGLE AIRCRAFT (MALAYSIA) SDN. BHD
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2004-11-04 Eagle Aircraft (Malaysia) SDN. BHD: Amendment 39-13649; Docket No. FAA-2004-17890; Directorate Identifier 2004-CE-14-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on June 4, 2004.

Are Any Other ADs Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects Model Eagle 150B airplanes, all serial numbers, that are certificated in any category.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Malaysia and Australia. We are issuing this AD to prevent failure of the canard inboard flap hinge support brackets caused by undetected cracks. This failure could result in asymmetric flap deployment and the inability to lower or raise the flaps with consequent loss of control of the airplane.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Note: The Australian AD allows an appropriately trained pilot to perform the visual inspections of the canard inboard flap hinge support brackets. Although the Malaysian AD does not specifically state this, it does refer to the Australian AD. Regardless, the Federal Aviation Regulations (14 CFR 43.3) only allow the pilot to perform preventive maintenance as described in 14 CFR part 43, App. A, paragraph (c).

These visual inspections are not considered preventive maintenance under 14 CFR part 43, App. A, paragraph (c). Therefore, an appropriately-rated mechanic must perform all actions of this AD.

Actions	Compliance	Procedures
(1) Inspect the gusset weld area of the canard inboard flap hinge support brackets, part number (P/N) 5731D01–05 and P/N 5731D01–02, for cracks (cracked, lifted, or missing paint in the area of the weld or suspected cracks).	Initially inspect prior to the next flight after June 4, 2004 (the effective date of this AD). Repetitively inspect thereafter before the first flight of each day.	Follow Eagle Aircraft Mandatory Service Bulletin SB 1109, Revision Original, Effective Date August 29, 2003.
(2) If cracked, lifted, or missing paint in area of the weld or suspected cracks are found during any inspection required in paragraph (e)(1) of this AD, inspect the affected bracket more fully as specified in the service bulletin.	Prior to further flight after any inspection required by paragraph (e)(1) where cracked, lifted, or missing paint in the area of the weld or suspected cracks are found.	Follow Eagle Aircraft Mandatory Service Bulletin SB 1109, Revision Original, Effective Date August 29, 2003.
(3) If any crack(s) is/are found during any inspection required by this AD, replace the cracked bracket and continue to inspect per paragraphs (e)(1) and (e)(2) of this AD.	Replace prior to further flight after the inspection where cracks are found. Inspect prior to the next flight after June 4, 2004 (the effective date of this AD) and thereafter before the first flight of each day.	Follow Eagle Aircraft Mandatory Service Bulletin SB 1109, Revision Original, Effective Date August 29, 2003.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090.

May I Obtain a Special Flight Permit for This AD?

(g) No. Special flight permits are not allowed for this AD. Part 39 of the Federal Aviation Regulations (14 CFR part 39) provides blanket approval of special flight permits for ADs, unless otherwise specified in the individual AD. The FAA has determined that the safety issue is severe enough that failure of the canard inboard flap hinge support brackets must be prevented and cracks in this area must be detected before further operation.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in Eagle Aircraft Mandatory Service Bulletin SB 1109, Revision Original, Effective Date August 29, 2003. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from Eagle Aircraft, P.O. Box 1028, Pejabat Pos Besar Melaka, 75150 Melaka, Malaysia; telephone: (606) 317-4105; facsimile: (606) 317-7213. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030. You may view the AD docket at the Docket Management Facility; U.S. Department

of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC, or on the Internet at http://dms.dot.gov.

Is There Other Information That Relates to This Subject?

(i) Malaysian AD No.: CAM AD 001-2004, dated January 19, 2004, and Australian AD No.: CASA AD/X-TS/5, dated October 2003, also address the subject of this AD.

Issued in Kansas City, Missouri, on May 20, 2004.
Dorenda D. Baker,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-11876 Filed 5-26-04; 8:45 am]
BILLING CODE 4910-13-P